TASK ORDER #1

VTS BASELINE SYSTEM IMPLEMENTATION TO SUPPORT DSC/AIS EVALUATION AT GRETNA LIGHT in New Orleans, LA

24 October 1997

TABLE OF CONTENTS

TABLE OF CONTENTS (CONT'D)

1.0 SCOPE OF TASK ORDER (T.O.#1)

The System Integration Contractor (SIC) shall provide equipment to evaluate the Digital Select Calling with Automatic Identification System (hereafter referred to as DSC/AIS) for use in Vessel Traffic Service (VTS) systems. To accomplish this, the Contractor shall install their DSC/AIS Baseline VTS System architecture for a single workstation at Gretna Light in New Orleans. The purpose of this installation is to:

(1) Test the ability of the DSC/AIS Baseline VTS System to meet the draft revision requirements to ITU-R M.825.1 while accommodating a large number of DSC/AIS contacts (up to 100) in a ship-to-shore and shore-to-ship mode.

(2) Gather data to assist the Program Sponsor in determining staffing standards for DSC/AIS VTS watchstanding.

(3) Replace the existing radar at the Gretna Light facility with a radar meeting the requirements of the Specification.

The Coast Guard will upgrade the Very High Frequency (VHF) communications along the river to DSC/AIS. The Coast Guard will provide up to 100 transponders to mariners to place on board their vessels to provide vessel data for performing the DSC/AIS tests.

2.0 APPLICABLE DOCUMENTS AND CLINS

A list of the documents referenced in this task order is presented below. Compliance with these documents is required to the degree specified within this task order or the Statement of Work (SOW).

2.1 COAST GUARD DOCUMENTS

Document Number	Document Title	Version Date
No Number	Statement of Work for the Vessel Traffic Services System Integration Contractor	24 October 1997
No Number	System Specification for the Vessel Traffic Services System	23 October 1997
No Number	PAWSS Project Configuration Management Plan (CMP)	1 October 1997
Task Order #2	Lower Mississippi River VTC in New Orleans, LA	24 October 1997
Task Order #3	VTS System Installation and Test in the Port of New Orleans, LA	24 October 1997
TBD	Interface Control Document for Voice and Data Communications to Baseline VTS System at the Gretna Light Facility	TBD
No Number	Developmental Test and Evaluation Plan for the Ports and Waterways Safety System (PAWSS) Project Vessel Traffic Services (VTS) System	1 October 1997

2.2 NON-GOVERNMENT DOCUMENTS

Document Number	Document Title	Version Date
ISO 9000	Quality Management and Quality Assurance Standards	1991

TBD	Interface Control Document for Voice and Data Communications to the Baseline VTS System at the Gretna Light Facility	TBD
8C/TEMP/13(Rev 1)-E	Draft Revision to ITU-R M.825.1, Characteristics of a Transponder System Using Digital Selective Calling Techniques for Use with Vessel Traffic Services and Ship-to-Ship Identification	4 November 1996

2.3 APPLICABLE CLINS

CLIN 001	Task Order No. 1, VTS Baseline System Implementation to Support DSC/AIS Evaluation at Gretna Light in New Orleans, LA

3.0 TECHNICAL DESCRIPTION OF WORK

This section describes the requirements the SIC shall meet in designing and installing a baseline system in the Gretna Light Facility. The Coast Guard will use the baseline system to evaluate the interaction of the system with and the operation of the DSC/AIS equipment installed on cooperative vessels. SOW references are included in all subtasks. References to SOW paragraphs include all subparagraphs unless otherwise stated.

For costing purposes, the Davis-Bacon Wage Determination tables are presented in Appendix E.

3.1 PERIOD OF PERFORMANCE

This task order will run concurrent with Task Order #2.

CLIN	Period of Performance	Duration of Performance
001	T.O. award through limited DT&E completion (Subtasks 1 through 6).	4 months
001	System DT&E completion through Coast Guard DCS/AIS testing (Subtasks 7 and 8).	Allow 2 months for DSC/AIS testing.
001	Completion of Coast Guard Testing until equipment is to be moved to the VTC under T.O.#3 (Subtask 9).	Up to 4 months.

3.2 PLACE OF PERFORMANCE AND DELIVERY

All work on these CLINs shall be performed at the SIC’s facility and at Gretna Light, New Orleans. The DSC/AIS Baseline VTS System shall be installed at the Gretna Light facility for limited DT&E tests by the SIC followed by DSC/AIS Evaluation Tests and use by the Coast Guard.

3.3 GOVERNMENT FURNISHED ITEMS

	When Req’d

3.3.1 Government Furnished Information (GFI)

Communication Sites Documentation and Drawings	At T.O. Award

3.3.2 Government Furnished Property (GFP)

3.3.2.1 Gretna Light Facility

	When Req'd At T.O. Award
The Government will provide space in the Gretna light facility for installation of the system equipment necessary to conduct the DSC/AIS Baseline VTS System tests. The Gretna Light property is described in Appendix A.	

3.3.2.2 Communications Sites And Frequencies

The Coast Guard will provide the remote communications sites and the frequencies for use during the DSC/AIS tests.	7 DAC

3.3.3 Government Furnished Equipment (GFE)

3.3.3.1 VHF and DSC/AIS Radios

VHF radio equipment for contacting vessels during tests will be provided by the Coast Guard at the remote communications sites. The SIC shall use the maritime VHF-FM channels of the marine radio service for VTS operations. Radio equipment for monitoring Channel 70 and processing DSC/AIS information will also be provided by the Coast Guard unless the radio equipment is embedded in the workstation, in which case, the SIC shall provide the radio equipment.	60 DAC

3.4 COVERAGE AREAS FOR TEST IN THE PORT OF NEW ORLEANS

3.4.1 DSC/AIS and Radio Communications Area

The DSC/AIS and radio communications area for this test in the Port of New Orleans includes the navigable waters of the Mississippi River from 20 miles before the mouth of the river to 20 miles above Baton Rouge, between the river levees. It also includes the riverside entrances to the locks. This area also contains critical anchorages, fleeting facilities, and river front terminals.

3.4.2 Radar Surveillance Area

The radar surveillance area covered by the radar supplied by the SIC is from the Gretna Light installation along the line of sight over the water to the shoreline or obstruction to the line of sight.

3.5 SUBTASKS

The subtasks the SIC shall perform under this task order shall be in accordance with the SOW and the System Specification for the VTS System (hereafter referred to as the Specification).

This task order is divided into subtasks that relate to Contract Line Item Number CLIN 001.

Coast Guard disapproval of any data delivery requires correction and resubmission by the SIC in accordance with the Contract Data Requirements List (CDRL) requirements.

3.5.1 Subtask 1--Project Management

The SIC shall meet all of the requirements of paragraph 3.1.1 of the SOW including details added in the following paragraphs.

3.5.1.1 Project Management Planning

The SIC shall meet all of the requirements of paragraph 3.1.1.1 of the SOW.

3.5.1.2 Project Management Reviews (PMR)

The SIC shall conduct Project Management Reviews (PMRs) on all active task orders in accordance with Paragraph 3.1.1.2 of the SOW. The SIC shall conduct the first PMR 30 days after award of this task order in conjunction with the Design Review (see paragraph 3.5.2.1) and as appropriate thereafter. The SIC or Coast Guard shall schedule PMRs at least quarterly. They should coincide with major events in the progress of the task order. The Coast Guard and the SIC shall mutually agree to dates for reviews at least two weeks prior to the date of the meeting.

3.5.1.3 Progress Reports

The SIC shall submit Progress Reports in accordance with the SOW, paragraph 3.1.1.3 every month on the 15th of the month covering the previous calendar month..

3.5.2 Subtask 2--DSC/AIS Baseline VTS System Design

The SIC shall design a system in accordance with paragraphs 3.1.2 and 3.1.3 of the SOW. The installation of the system shall be accomplished under subtasks 4 and 5 and not this subtask. The SIC shall select the appropriate portions of the proposed system, including at least one of each configuration item, and install a single workstation in the Gretna Light facility in New Orleans to permit the Coast Guard to evaluate the performance of DSC/AIS for VTS use. The workstation and associated equipment shall meet the

requirements of the Specification to accept both radar and DSC/AIS inputs, track, display, record/playback, and other features proposed for the baseline system.

The SIC shall initiate changes to the VTS System Design Baseline in accordance with the Coast Guard's Configuration Management System, where necessary, to include port or test-specific functions.

3.5.2.1 Design Review

The SIC shall conduct a DSC/AIS Baseline VTS System design review in accordance with paragraph 3.1.5 of the SOW. Portions of the task described in paragraph 3.1.5 of the SOW (the Vessel Traffic Center (VTC) build-out design) is covered under a separate task order (Task Order #2). The purpose of the design review is to describe the modifications made to the "off-the-shelf" system to meet the DSC/AIS Baseline VTS System requirements of this task order. This review shall include the presentation of preliminary drawings of the proposed installation at the Gretna Light facility and the DSC/AIS Baseline VTS System Description. This review shall be held in conjunction with the first PMR, 30 days after award of Task Orders #1 and #2.

3.5.2.2 Limited DT&E Plans/Procedures

The SIC shall meet all the planning requirements of paragraph 4.1.3 of the SOW. The actual testing is covered under subtask 6. The SIC shall prepare test plans and procedures to show how the system will be demonstrated to be acceptable for Coast Guard DSC/AIS evaluation testing. The SIC shall also identify any special test equipment or consumables required for the tests.

The SIC shall review the Coast Guard's DSC/AIS evaluation procedures and comment on ways to use the SIC's system more efficiently, or to improve the evaluation procedures.

3.5.3 Subtask 3--System Software Adaptation

The SIC shall offer test-specific changes to the DSC/AIS Baseline VTS System as defined in the contract. The changes shall be submitted for Coast Guard approval in accordance with paragraphs 3.2.2.5 and 3.2.2.7 of the SOW

3.5.4 Subtask 4--System Installation

The SIC shall implement the DSC/AIS Baseline VTS System (including the replacement radar) in the Gretna Light facility in accordance with paragraph 3.1.3 of the SOW except for 3.1.3.1.3

(the radar, which is covered in subtask 5) and as defined in Subtasks 2 and 3 of this task order.

The SIC shall not interfere with the Coast Guard Traffic Light Operator or impede his view of the waterway during installation of the equipment in the Gretna Light facility. Operation of the radar may be interrupted for short periods provided the consent of the Coast Guard Traffic Light Operator is requested and granted.

3.5.5 Subtask 5--Radar Installation

The SIC shall meet all of the requirements of paragraph 3.1.3.1.3 and 3.1.3.2 of the SOW. The SIC shall provide a radar, antenna, and radar data processor (target extractor) that meets VTS System requirements to replace the existing Gretna Light radar. The SIC may use the existing radar tower for mounting the SIC provided radar equipment, if the tower is adequate. The existing radar at the Gretna Light facility shall be delivered to the Government for disposal as directed by the Contract Officer.

3.5.6 Subtask 6--System Limited DT&E Testing

The SIC shall certify the system and perform limited DT&E testing in accordance with paragraphs 4.1.2, 4.1.3, 4.2.3, and 4.3 of the SOW. The SIC shall provide electronic charts of the VTSA for use in the workstation provided at the Gretna Light Facility.

Prior to starting Limited DT&E Tests, the SIC shall load any Coast Guard-provided adaptation parameters and data into the system. This data shall include, but not be limited to the data on vessels that frequent the port, vessels that will be involved in the tests, and other data as approved by the Coast Guard during the DSC/AIS Baseline VTS System Design Review.

The SIC shall test the system to demonstrate that the system is capable of receiving both radar and DSC/AIS reports and tracking them under varying loads. Any additional functions necessary to identify the targets and tracks, to demonstrate the necessary data entry functions, or other functions of the DSC/AIS Baseline VTS System, and to record and playback the communications and target or track data shall also be demonstrated. Simulators shall be provided by the SIC to supplement the DSC/AIS report loading of the system. The Coast Guard is providing DSC/AIS transponders for vessels to participate in the test, but to demonstrate operation under full load, it will be necessary to simulate transponder messages. Following the tests the SIC shall document the results of the test as required by paragraph 4.2.3 of the SOW.

3.5.7 Subtask 7--Support of DSC/AIS Evaluation Testing (Maintenance and Training)

Following successful completion of the limited DT&E tests, the SIC shall support the Coast Guard by operating and maintaining the system during the Coast Guard DSC/AIS Baseline VTS System Evaluation Tests in accordance with paragraph 3.1.6 of the SOW. These tests shall include both ship-to-shore and shore-to-ship tests. These tests may continue until the system is moved to the VTC.

During the period that the SIC is supporting the Coast Guard DSC/AIS evaluation testing, the SIC shall provide on-the-job training to Coast Guard personnel (up to ten personnel, two at a time). Any SIC format training materials necessary to assist the Coast Guard watchstanders in operating the DSC/AIS Baseline VTS System shall be provided.

The Contractor shall work with the Coast Guard in an Integrated Product Team (IPT) to develop the display screens that the watchstanders would prefer on their workstations. This work may proceed during the time of the DSC/AIS evaluation and until the system is moved to the VTC as scheduled in the SIC’s transition plan (see subtask 8).

3.5.8 Subtask 8--Planning for VTC Transition

The SIC shall plan for the installation of the DSC/AIS Baseline VTS System capability into the New Orleans VTC in accordance with paragraph 3.1.7 of the SOW. The Baseline VTS System Operational Transition Plan shall show how the transition will be accomplished without interfering with the Coast Guard Traffic Light Operator. The Transition Plan shall minimizing the amount of duplicate equipment necessary.

3.5.9 Subtask 9—Maintaining System Prior to Transition

The SIC shall maintain the equipment installed at the Gretna Light facility until the task order is awarded to transition the equipment and operation to the VTC.

4.0 QUALITY ASSURANCE REQUIREMENTS

The SIC shall implement, manage, and maintain a quality program in accordance with paragraph 4.1.1 of the SOW.

APPENDIX A

Gretna Light Site Description

1. Location - Gretna Light is located across the river from downtown New Orleans upriver from the Cresent City Connection Bridge about 0.9 miles at mile marker 96.6 W. (Latitude: 29-55.547 N, Longitude 90-03.503 W). To reach the site from downtown, cross the Cresent City Connection Bridge and exit at General DeGaulle Drive west. Continue on General DeGaulle to Franklin Street. Turn right to Stumpf Blvd which turns into Hamilton Street at the traffic light. Continue on Hamilton Street to the stop sign. Turn right on First street which will turn into Washington Street. Turn left onto the first side road which leads to the access road onto the levee, proceed upriver (left) to the Gretna Light facility on the levee. The site is located in Gretna, LA, behind the John W. Stone Fuel Docks.

A second access to Gretna Light is through the Stone Fuel Docks gate to the top of the levee turning downriver (right) to Gretna Light about 300 yards. The Levee District is West Jefferson, and the State DOT District is New Orleans District 2.

Gretna Light is a modern tower structure built by the Corps of Engineers with the operator room at the top and the radar, lights, and communications antennae mounted on the roof. It is about 200 feet from the water; the opposite shore is 1920 feet.

Gretna Light is located 2.4 miles from Governor Nicholls Light which is downriver on the oposite shore (New Orleans side) and the far side of the Cresent City Connection Bridge.

2. Gretna Light Facility - Figure 1 is a photograph of Gretna Light Facility looking downriver towards the Cresent City Bridge in the background with New Orleans on the opposite shore. The road on the left side of the levee must not be blocked, but parking is permitted on the sides and back of the facility. The power line (highest line) goes to a single pole with a transformer about 50 yards away, and the telephone line (lowest line) goes to a single pole about 75 yards away. The radar that will be replaced is a Raytheon SPS-69 that has a 4-foot antenna.

A spiral staircase is integral to the tower from ground level up to a the operator room. The tower is approximately 40 feet high (65 feet above mean low water). The structure and roof are constructed of 1/4-inch steel. A catwalk surrounds the outside of the operator room.

Figure 1. Gretna Light Facility Looking Downriver Towards New Orleans

3. Gretna Light Photo Looking Upriver - Figure 2 shows the Gretna tower and parking from the other side of the tower looking

upriver. The tower is mounted on a concrete pad 17 feet x 17 feet with a fenced area at the base measuring 15 feet x 15 feet. The door to the tower is 30-inches wide x 80-inches high. The door at the top of the tower entering the operator room is 28-inches wide x 80-inches high.

Figure 2. Gretna Light Facility Looking Upriver.

4. Gretna Operator's Room Layout Sketch. An operator room layout sketch is shown as Figure 3. There are no other levels or equipment rooms.

The key to the identified areas in Figure 3 is shown in Table 1.

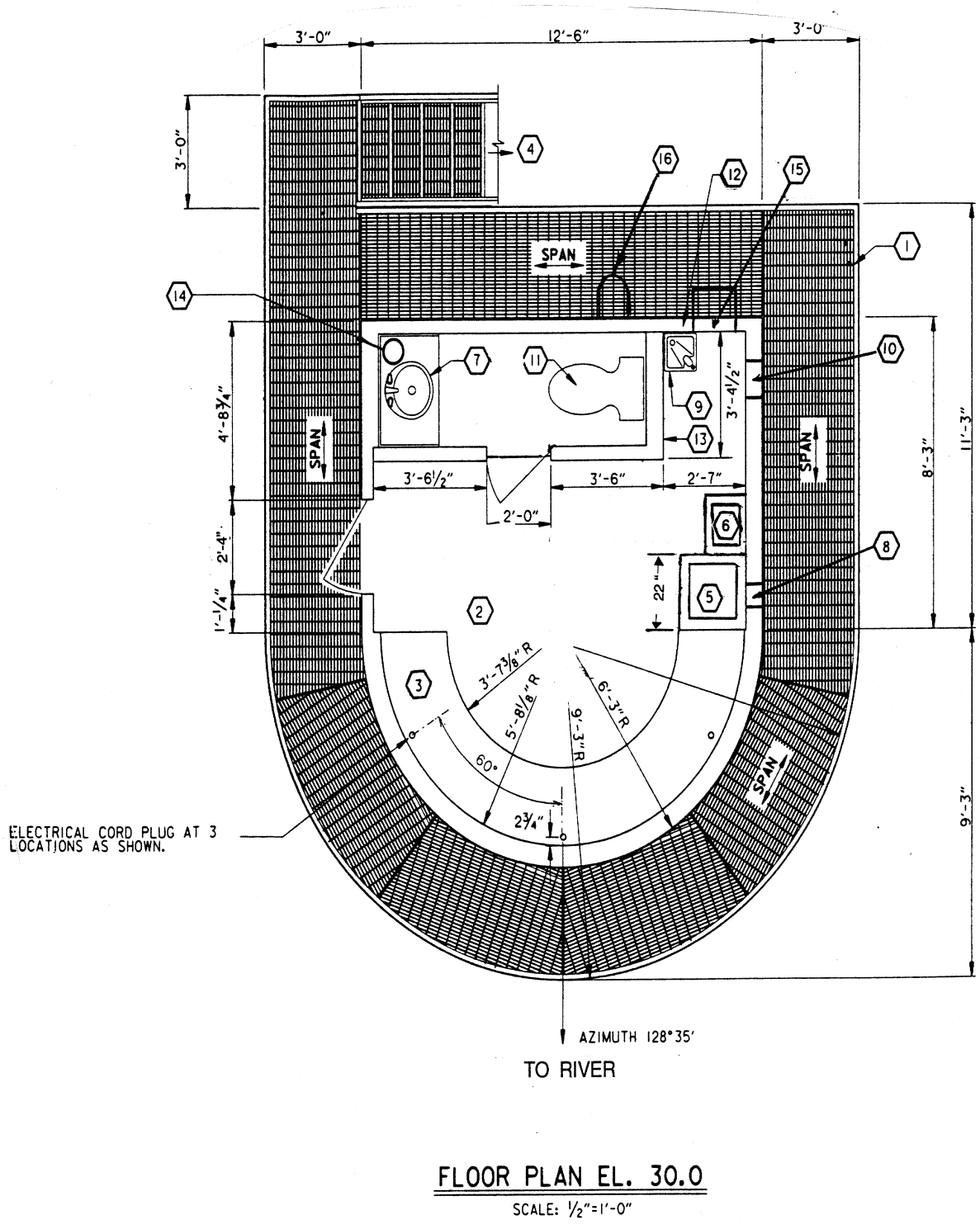

Figure 3. Gretna Light Facility Layout Sketch - Operator's Room

Table 1. Key to Layout Areas Identified in Figure 3

Area	Description
1	Hot dipped galvanized steel outside walkway.
2	Vinyl floor.
3	Wrap around operator's workstation. Various operating equipment is placed on top of the bench. There is no integral workstation.
4	Stairs - Hot dipped galvanized open bar grating.
5	Equipment rack for Westwego Light repeater (receive only). This rack has very little equipment in it and could be easily moved. This repeater function may be eliminated by the Coast Guard in which case it could be removed. There is a small refrigerator for operator's convenience on top of the rack.
6	Small portable 2-shelf bookcase with a small microwave oven placed on top.
7	Cabinet with washbasin
8	Telephone receptacle box. Gretna has two voice lines: (a) one to dial outside with duel usage for the fax, and (b) one dedicated voice line to Governor Nicholls Light. Telephone mount outlets are modular type, one 8-pin jack in a housing. Each modular jack accepts four wire pairs. One 4-pair, 8 conductor 22 AWG inside cable is provided in the raceway between outlet and telephone backboard. Receptacle box is mounted just below ceiling level.
9	Water cooler: Free standing, 1 GPH with a water temperature differential of 80 degrees inlet water.
10	Lighting and receptacle panel: 120/240V, 1-phase, 3-wire with 100A rating, 100A, 2-phase main breaker, 1-30A, 2-phase and 18-20A, 1-phase branch breakers, neutral/ground equipment bar, copper bus, top feed, NEMA 1 enclosure. The breaker usage is shown in Table 2.
11	Water closet.
12	3-5/8" metal stud wall with 1/2" gypsum board on both sides.
13	5-1/2" metal stud wall with 1/2" gypsum board on both sides.
14	Water Heater: 2.5 gallon capacity, 1300 watts, 120v, 1 phase.
15	Air conditioner and heater: 17,800 BTUH cooling, 14,000 BTUS electric heating, 2 speed, 230 volts, single phase. Cooling in summer is adequate. In winter space heaters are sometimes used at floor level for operator comfort. Unit is mounted about 68 inches from floor level.
16	Steel ladder to roof (enclosed).

Note: A portable dehumidifier is installed inside the tower and stairwell at ground level. It is rated as a low temperature dehumidifier designed for temperatures ranging from 40 degrees F to 75 degrees F. At 65 degrees F and 75% relative humidity it is capable of 25 pints/24 hours, 120 volts, 1-phase, 8.0 amps maximum. There is a small area in this space where the contractor may choose to install additional equipment, if desired.

Table 2. Electrical Panel Breaker Usage

100 Ampere Main

		Slots			
Water Heater	20A	1	2	20A	Bath, stairway recepts
Downlights	20A	3	4	20A	Stairway lights
Recepts under Desk	20A	5	6	20A	Fluorescent
Bath H/V and Light	20A	7	8	20A	Recepts under desk
Floodlights	20A	9	10	20A	Recepts under desk
HVAC ganged	30A	11	12	20A	Recepts above desk
HVAC ganged	30A	13	14	20A	EWC
Equipment rack	20A	15	16	20A	Equipment rack
Spare	20A	17	18	20A	Spare
Spare	20A	19	20	20A	Spare

Note: The electrical disconnect and electric service meter are located inside the tower about six feet above ground level.

5. Operator’s Room Workstation Area - The Operator’s workstation area is shown in Figure 4.

Figure 4. Gretna Light Operator’s Workstation Area

6. Operator's List of Equipment - A summary of the Operator's primary equipment shown on the Workstation is shown in Table 3:

Table 3. Operator's Primary Equipment List

Quantity	Equipment	Description
2	Primary Radios	SEA156 VHF. One is the primary operating bridge frequency, Channel 67, and the second is the back-up operating frequency, Channel 11. VTS VHF Channels 11, 12, 14 are the designated allowable VTS frequencies with channel 16 as theemergency channel.
4	Back-up Radios	Handheld rechargeable units are used for back-up when the commercial power is interrupted.
2	Phones	One phone is an outside voice line which is shared with the FAX. The second is a dedicated phone line to communicate with the Governor Nicholls Light Operator.
1	Radar	Raytheon SPS-69 Pathfinder X-band radar with portable monitor on the operator'sworkstation and 4-foot antenna on the roof. No automatic tracking.
1	FAX	Brother Intellifax900. The fax is primarily used for communications with MSO. It is not used for regularly scheduled vessel movements or Marine Exchange data.
1	Repeater	Motorola T5600 Series. This was originally used to monitor and operate Westwego Light but it is inoperable and may be removed from service.
1	Binoculars	Used as aid in visual monitoring.
1	Anemometer	Davis I used to monitor wind speed, direction,temperature, rain and windchill. Sensor is on the roof.
1	Light Switch	Manual throw wall type switch. There are five green lights and one red light mounted on the roof. Three green lights can be seen from the down river (bridge) side and two green/one red on the up river side. Gretna has no control of Governor Nicholls Lights.

7. Roof Antenna/Light Layout - The roof layout is shown in Figure 5. A primary consideration is that the Raytheon Pathfinder SPS-69 antenna has a 2-foot swing radius and there is only an additional 2-1/2 foot spacing from the end of the radar antenna to a VHF whip antenna. This means only a radar antenna of about four-foot swing radius can be accommodated unless the whip antenna is relocated.

The radar antenna clears the whip antenna mount so another whip mount would have to be installed further away and the whip antenna reinstalled (clamp - bolted) on it if a radar antenna larger than eight feet wide is used.

8. Other Frequently Asked Questions:

a. Must the VTS DSC/AIS Baseline System be installed on a non-interference basis with Gretna Light operations? Yes, Gretna Light is operational 24 hours/day and must continue to operate during installation, DSC/AIS testing, and subsequent transition to the VTC.

b. Can cars be parked at the base of the tower? - Yes, at the rear and sides of the tower provided there is space for the operator's car and the main road on the river side of the levee are not blocked. Several cars can be accommodated.

c. Is it possible for the Contractor to temporarily locate an electronics shelter or small-medium truck/van with his equipment installed and possibly operating while transitioning into the Gretna Light Facility? Yes, within the parking area at the base of the tower.

d. Can the Contractor mount equipment on the outside catwalk? Yes, on the upriver side or back of the tower, but shelter must be provided.

e. Is there an Emergency Power System or Uninterruptible Power Supply located at Gretna Light? No.

f. Is there an automatic sprinkler system, or fire sensing system, located at Gretna? No, there are fire extinguishers only.

g. Are there intrusion alarms at Gretna Light ? No.

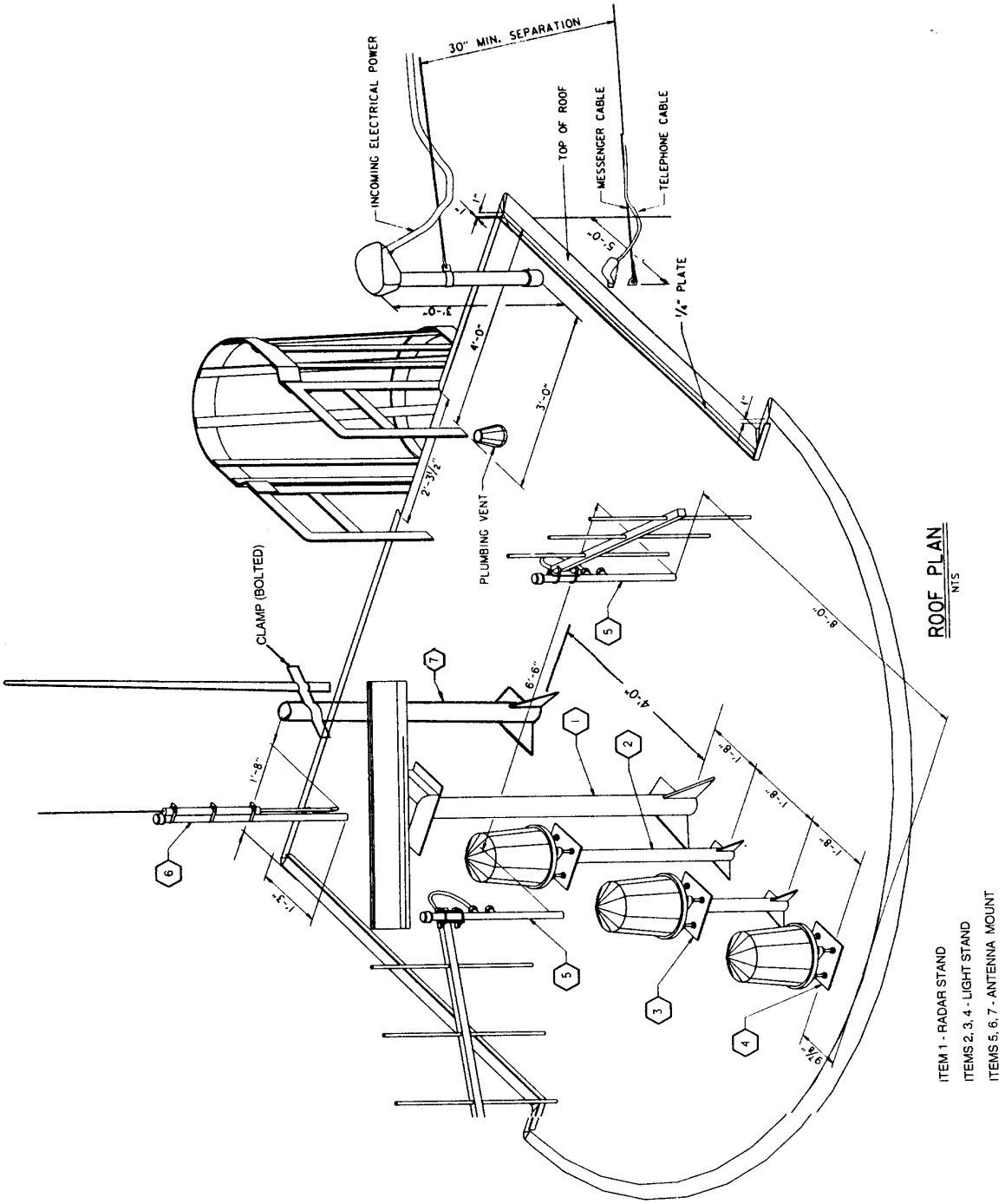

Figure 5. Gretna Site Roof Antenna/Light Layout

h. Is there any first aid equipment available? Yes, there is a first aid kit.

i. Is natural gas available? No.

j. Are there any incoming or outgoing remote control features at Gretna Light? No, only the lights on top of the tower are manually controlled from a switch at Gretna Light.

k. Does vessel traffic continue to navigate in heavy fog or bad weather? No, not usually.

l. How many mandatory participants transit the area on an average day? About 100-150 per day (ships and tows, not including ferries and tugs), unless the port has been closed due to weather. After the weather initially clears, the traffic density may increase to 300-350 before tapering off.

APPENDIX B: COMMUNICATIONS SITES DOCUMENTATION

To be supplied

APPENDIX C: ACRONYMS

AIS Automatic Identification System

CDRL Contract Data Requirements List
CLIN Contract Line Item Number
CMP Configuration Management Plan

DAC Days After Contract
DSC Digital Select Calling
DT&E Developmental Test and Evaluation

FM Frequency Modulation

GFE Government Furnished Equipment
GFI Government Furnished Information
GFP Government Furnished Property

PAWSS Ports and Waterways Safety System
PMR Project Management Review

SIC System Integration Contractor
SOW Statement Of Work
SSR Surface Search Radar

TBD To Be Determined
T.O. Task Order

VHF Very High Frequency
VTC Vessel Traffic Center
VTS Vessel Traffic Service
VTSA Vessel Traffic Service Area

APPENDIX D: CDRLS REFERENCED THROUGH SUBTASKS

Sub-task	CDRL No.	CDRL Name	SOW Para.	Due Date
1	001	*Contractor's Management Plan*	3.1.1.1	30 Days After Award of T.O.
1	002	*Program Management and Design Review Documentation: Agenda, Presentation Materials, and Minutes (for the PMRs)*	3.1.1.2.1	See Form 1423
1	003	*Status and Management Progress Report*	3.1.1.3	Monthly, on 15th
2	004	*Site Preparation Requirements and Facility Installation Plan*	3.1.3.2.1	30 Days After Award of T.O.
2	002	*Program Management and Design Review Documentation: Agenda, Presentation Materials, and Minutes (for the Design Review)*	3.1.5.1	See Form 1423
2	030	*Contractor's Test Plan/Procedures*	4.1.3	30 Days Prior to Test
3	008	*Engineering Change Proposal*	3.2.2.5	As Needed
3	009	*Specification Change Notice*	3.2.2.5	As Needed
3	011	*Request for Deviation*	3.2.2.7	As Needed
3	012	*Request for Waiver*	3.2.2.7	As Needed
4		none		
5		none		
6	031	*Test/Inspection Reports*	4.2.3	5 Days after Test
7	005	*Training Materials*	3.1.6	10 Days Prior to Training
8	006	*Operational Transition Plan*	3.1.7	3 Months After Award of T.O.

APPENDIX E: DAVIS-BACON WAGE DETERMINATION

General Decision Number LA960014

Superseded General Decision No. LA950014

State: Louisiana

Construction Type:
BUILDING

County(ies):

Jefferson	ST BERMARD	ST JOHN THE BAPTIST
Orleans	ST CHARLES	ST TAMMANY

BUILDING CONSTRUCTION PROJECTS (Does not include Treatment Plants or single family homes & apartments up to and including 4 stories)

Modification Number	Publication Date
0	03/15/1996
1	05/10/1996
2	06/07/1996
3	07/12/1996

COUNTY(ies):

JEFFERSON	ST BERNARD	ST. JOHN THE BAPTIST
ORLEANS	ST CHARLES	ST TAMMANY

CARPl846D 08/01/1993

	Rates	**Fringes**
PILEDRIVERMEN		
$5,000,000.00 or More	13.93	2.90
Under $5,000,000.00	13.04	2.90

ELEC0l30H 09/01/1995

	Rates	**Fringes**
JEFFERSON, ORLEANS, ST. BERNARD, ST. CHARLES & ST. JOHN THE BAPTIST PARISHES:		
ELECTRICIANS & CABLE SPLICERS	17.54	3.16

ELEClO77C 12/01/1992

ST. TAMMANY PARISH:

ELECTRICIANS	17.00	2.66
CABLE SPLICERS	17.75	2.68

* ELEV0Ol6B 06/09/1996

	Rates	Fringes
ELEVATOR MECHANICS	17.90	6.12+a+b

FOOTNOTES:

a. Seven Paid Holidays: New Year's Day; Memorial Day; Independence Day; Labor Day; Thanksgiving Day; The Day after Thanksgiving; & Christmas Day

b. Employer contributes 8% of regular hourly rate to vacation pay credit for employee who has worked in business more than 5 years; 6% for less than 5 years

SFLAO669C 01/01/1995

	Rates	Fringes
SPRINKLER FITTERS	16.54	5.78

- SHEE00llD 05/01/1996

	Rates	Fringes
SHEET METAL WORKERS (Including HVAC Duct Work)	16.00	6.64

SULA1026B 04/01/1990

	Rates	Fringes
BRICKLAYER; STONEMASONS	11.39	
CARPENTERS		
(including drywall hanging and Acoustical Ceiling Installations)	11.97	2.60
CEMENT MASONS	12.87	2.015
IRONWORKERS:		
Reinforcing	12.47	3.08
Structural	12.35	3.08
Laborers, Common	6.75	
Painters (Including Drywall		
Finishing & Taping)	8.60	
PLUMBERS (Including HVAC Work)	12.51	3.43
POWER EQUIPMENT OPERATORS:		
Backhoes	12.95	3.00
Bulldozers	12.95	3.08
Cranes	13.87	3.00
ROOFERS	10.125	.19

WELDERS - Receive rate prescribed for craft performing operation to which welding is incidental.

Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29 CFR 5.5(a)(l)(v))

In the listing above, the "SU" designation means that rates listed under that identifier do not reflect collectively bargained wage and fringe benefit rates. Other designations indicate unions whose rates have been determined to be prevailing -

WAGE DETERMINATION APPEALS PROCESS

1.) Has there been an initial decision in the matter? This can be:

* an existing published wage determination
* a survey underlying a wage determination
* a Wage and Hour Division letter setting forth a position on a wage determination matter
* a conformance (additional classification and rate) ruling

On survey related matters, initial contact, including requests for summaries of surveys, should be with the Wage and Hour Regional Office for the area in which the survey was conducted because those Regional Offices have responsibility for the Davis-Bacon survey program. If the response from this initial contact is not satisfactory, then the process described in 2.) and 3.) should be followed.

LA960014 - 3 07/12/1996

With regard to any other matter not yet ripe for the formal process described here, initial contact should be with the Branch of construction Wage Determinations. Write to:

Branch of Construction Wage Determinations Wage and Hour Division
U.S. Department of Labor
200 Constitution Avenue, N. W
Washington, D. C. 20210

2.) If the answer to the question in 1.) is yes, then an interested party (those affected by the action) can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Write to:

Wage and Hour Administrator
U.S. Department of Labor
200 Constitution Avenue, N. W.
Washington$_1$ D. C. 20210

The request should be accompanied by **a** full statement of the interested party's position and by any information (wage payment data, project description, area practice material, etc.) that the requestor considers relevant to the issue.

3.) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board). Write to:

Administrative Review Board
U,. S. Department of Labor
200 Constitution Avenue, N. W
Washington, D. C. 20210

4.) All decisions by the Administrative Review Board are final

END OF GENERAL DECISION

General Decision Number LA960O13

Superseded General Decision No. LA950013

State: Louisiana

Construction Type:
HEAVY

County(ies):

JEFFERSON	ST BERNARD	ST JOHN THE BAPTIST
ORLEANS	ST CHARLES	ST. TAMMANY

HEAVY CONSTRUCTION PROJECTS (Excluding work on Treatrnent Plants)

Modification Number	Publication Date
0	03/15/1996

COUNTY(ies):

JEFFERSON	ST BERNARD	ST JOHN THE BAPTIST
ORLEANS	ST. CHARLES	ST TAMMANY

SUIA2026A 04/01/1990

HEAVY CONSTRUCTION:	Rates	Fringes
CARPENTERS	12.21	2.60
CONCRETE FINISHERS	13.22	1.68
ELECTRICIANS	12.62	1.68
LABORERS:		
Common	7.54	
PAINTERS	11.83	1.18
PI PELAYERS	8.29	
REINFORCING STEEL SETTERS	12.69	3.08
TRUCK DRIVERS	7.76	
POWER EQUIPMENT OPERATORS:		
Backhoes	10.37	
Bulldozers	10.00	
Front End Loaders	11.61	2.50

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In the listing above, the "SU" designation means that rates listed under that identifier do not reflect collectively bargained wage and fringe benefit rates. Other designations indicate unions whose rates have been determined to be prevailing

END OF GENERAL DECISION

LA960013 - 2 03/15/1996

General Decision Number LA960049

Superseded General Decision No. LA950049

State: Louisiana

Construction Type:
FLOOD CONTROL

County(ies):

ACADIA	IBERIA	ST CHARLES
ALLEN	IBERVILLE	ST HELENA
ASCENSION	JACKSON	ST JAMES
ASSUMPTION	JEFFERSON	ST JOHN THE BAPTIST
AVOYELLES	JEFFERSON DAVIS	ST LANDRY
BEAUREGARD	LA SALLE	ST MARTIN
BIENVILLE	LAFAYETTE	ST MARY
BOSSIER	LAFOURCHE	ST TAMMANY
CADDO	LINCOLN	STATEWIDE
CALCASIEU	LIVINGTON	TANGIPAHOA
CALDWELL	MADISON	TENSAS
CAMERON	MOREHOUSE	TERREBONNE
CATAHOULA	NATCHITOCHES	UNION
CLAIBORNE	ORLEANS	VERMILION
CONCORDIA	OUACHITA	VERNON
DE SOTO	PLAQUEMINES	WASHINGTON
EAST BATON ROUGE	POINTE COUPEE	WEBSTER
EAST CARROLL	RAPIDES	WEST BATON ROUGE
EAST FELICIANA	RED RIVER	WEST CARROLL
EVANGELINE	RICHLAND	WEST FELICIANA
FRANKLIN	SABINE	WINN
GRANT	ST BERNARD	

*RIVER, HARBOR AND FLOOD CONTROL PROJECTS

FOR CONSTRUCTION OF ALL RIVER, HARBOR AND FLOOD CONTROL WORK ON THE MISSISSIPPI RIVER AND TRIBUTARIES - (EXCLUDING ANY CONTRACTS FOR ANY PHASE OF CONSTRUCTION OF A LOCK AND DAM)

NOT INCLUDING THE METROPOLITAN AREAS OF ALEXANDRIA, BATON ROUGE, NEW ORLEANS, MONROE AND SHREVEPORT

Modification Number	Publication Date
0	03/15/1996

County(ies):

ACADIA	IBERIA	ST CHARLES
ALLEN	IBERVILLE	ST HELENA
ASCENSION	JACKSON	ST JAMES
ASSUMPTION	JEFFERSON	ST JOHN THE BAPTIST
AVOYELLES	JEFFERSON DAVIS	ST LANDRY
BEAUREGARD	LA SALLE	ST MARTIN
BIENVILLE	LAFAYETTE	ST MARY
BOSSIER	LAFOURCHE	ST TAMMANY
CADDO	LINCOLN	STATEWIDE
CALCASIEU	LIVINGTON	TANGIPAHOA
CALDWELL	MADISON	TENSAS
CAMERON	MOREHOUSE	TERREBONNE
CATAHOULA	NATCHITOCHES	UNION
CLAlBORNE	ORLEANS	VERMILION
CONCORDIA	OUACHITA	VERNON
DE SOTO	PLAQUEMINES	WASHINGTON
EAST BATON ROUGE	POINTE COUPEE	WEBSTER
EAST CARROLL	RAPIDES	WEST BATON ROUGE
EAST FELICIANA	RED RIVER	WEST CARROLL
EVANGELINE	RICHLAND	WEST FELICIANA
FRANKLIN	SABINE	WINN
GRANT	ST BERNARD	

SULA2OO8B 12/18/1991

	Rates	Fringes
CARPENTERS	5.80	
LABORERS:		
UNSKILLED	4.75	
REVETMENT & DIKE	4.75	
CHAIN SAW OPERATOR	4..75	
OR FILER AIR TOOL OPERATOR	4.75	
POWER EQUIPMENT OPERATOR:		
PILEDRIVER, MECHANIC (HEAVY EQUIPMENT), CRANE, DERRICK,		
DRAGLINE, POWER SHOVEL & BACKHOE,		
MIXER (CONCRETE, 21 CU. FT. & OVER),		
ASPHALT PLANT, TRENCHING MACHINE (OVER 18")	7.75	.05
BULLDOZER (FINISHER, PUSH CAT &		
ON BARGES), MOTOR PATROL FINISHER,		
SCRAPER & LIKE EQUIPMENT, FRONT END		
LOADER, BACKHOE (TRACTOR MOUNTED)		
ASPHALT FINISHER OR SPREADING MACHINE,		
WELL POINT SYSTEM, SELF-PROPELLED LOADER		
(CONVEYOR TYPE)	6.95 .	05
FIREMAN (HEAVY CONSTRUCTION),		
PILEDRIVER, LEADSMAN, WINCHMAN	5.90	.05
ASPHALT PLANT DRYER OPR., ASPHALT DISTRIBUTOR, ASPHALT ROLLER, BULL-		

DOZER (ROUGH, INCL. DISC, PLOW OR ROLLER), MOTOR PATROL (HAULROADS),TRENCHING MACHINE (18" AND UNDER), SELF-PROPELLED ROLLER (EXCEPT ASPHALT,END DUMP EQUIPMENT (OFF HIGHWAY), MIXER (CONCRETE UP TO21 CU. FT.), BOTTOM DUMP EUCLID (AND LIKE EQUIPMENT)	5.35	..05
OILER, PUMP, GREASER, TRACTOR (FARM TYPE INCL. DISC PLOW OR ROLLER)	4.85	.05

TRUCK DRIVERS:	
1 ½ TONS OR LESS	4.75
OVER 1 ½ TONS	4.75

Welders - Receive rate prescribed for craft performing operation to, which welding is incidental.

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Wage Determination Appeals Process

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Administrative Review Board
U.S. Department Of Labor
200 Constitution Avenue, N.W.
Washington, D.C. 20210

4.) All decision by the Administrative Review Board are final

END OF GENERAL DECISION

LA960049 - 4 10/04/1996

General Decision Number LA960014

Superseded General Decision No. La950014

State: Louisiana

Construction Type:
Buiding

County (ies):

Jefferson	St Benard	ST JOHN THE BAPTIST
Orleans	St Charles	St Tammany

Building Construction Projects (Does not include Treatment Plants or single family homes and apartments up to and including 4 stories)

Modification Number	Public Date
0	03/15/1996
1	05/10/1996
2	06/07/1996
3	07/12/1996